

Saab

Saab 99 GL, 4 doors



Saab 99 GL, 2 doors



Saab 99 GL, 3 doors



The Saab Line of Road Cars.

The things that make people special are not the ways in which they seem to be alike; rather, it is the ways in which they differ.

And so it is with automobiles as well. Much as the Saab automobiles shown here seem to share the same overall design qualities and performance characteristics, it is the subtle, but plentiful, differences which help to distinguish one from the other. And help you choose a car whose differences will reflect your own individuality. Now, although our many Saab models are designed for a broad range of individual tastes and preferences, we do not believe in change merely for change's sake. That is why all 1977 Saab 99's

share the same superb Saab engine—a 2-liter, overhead cam, fuel-injected engine that gives excellent, and economical, performance on the road. Of course, the one characteristic that distinguishes every Saab shown here from every other car on the road is the unique ability to perform well and let the driver re-discover the joy of driving every time he gets into a Saab. With a Saab, driving becomes a real joy again. Not a chore. That's why we call Saab The Road Car. And why we feel the very best way for anyone to find out just how good a car the Saab really is would be to take it out and drive it on the only place that really counts. The road.

Saab 99 GL, 5 doors



Saab EMS



Saab 99 GLE



The Saab Philosophy: The Ideal Car for the Road.

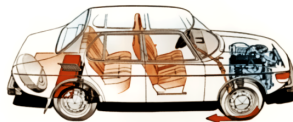
The Saab philosophy is based on the realities of the everyday world and its frequently tough demands. So the Saab 99, technically advanced, practical and safe, is built on a solid foundation of realism. Devoted to the good of the driver, passengers, other road-users and the environment, the Saab 99 reflects an overall philosophy in the layout of the car, the arrangement of the driver's seat, the overall comfort and other features aimed at ensuring your safety and well-being in an otherwise tough world.

It's What's Inside That Counts.

Everyone knows that owning a car has many practical applications. Comfort, maneuverability and good load-carrying capabilities are the basic necessities of any automobile. In other words, the car should be big enough on the inside to be comfortable and small enough on the outside to handle easily. And it should be both without sacrificing good styling.

The Way the Saab Holds the Road is Close to Perfection.

The way a car behaves on the road is as important to a new car owner as the way the car looks. With the Saab 99, the weight of the engine and the transmission are over the front wheels, which are the driving wheels. So the Saab is pulled rather than pushed through curves. That means you'll have less chance of skidding in a Saab. It also means you'll enjoy driving more, because you'll be a more



relaxed driver. Now, front-wheel drive also means there's no drive shaft hump running through the car to take up valuable space for the passengers.

Every Saab also has rack-and-pinion steering for the most direct, precisely controlled steering on the road. Any road.

An Environment That's a Natural.

The way the Saab relates to the road has much to do with the way you relate to the Saab. So we've created an interior that allows you to drive in an atmosphere of comfort and safety. All controls, levers and instruments are located where they're most convenient for you to reach. Seats can be adjusted to match the driver and the way he drives, so the seats are more comfortable and you're a safer driver.

Some Body.

The very way in which the Saab is designed helps eliminate accidents and near-misses. However, if an accident should happen in spite of all precautions, the Saab is built with unitized steel roll-cage construction for safety and durability. And unlike

most other cars, the strength of every section of the body is specifically designed to suit its function. Therefore, some parts of the car are "softer" so they will absorb impact more readily in case of an accident. The front and rear sections, for instance, are designed to sustain a certain amount of controlled deformation, helping to protect you and your passengers. This way, the passenger compartment will remain intact, the windows will remain in their mountings and the doors will remain shut. All of which means that the occupants will always remain protected—inside the car.

Saab has Always Run Out in Front.

The very first Saab ever designed was already a pioneer in its own right. Saab was one of the first manufacturers to concentrate on front-wheel drive. Saab next led the industry in the development of the dual-diagonal brake system in 1963, the seat belt in the early 1960's, and was the first, in 1971, with the entirely new, impact-absorbing bumpers. Saab was also first with the electrically heated driver's seat, which really warmed a lot of hearts.

Sweet Harmony.

Each tiny part of the engine, the body, the steering and every other aspect of the Saab has been designed to fulfill a specific function. And to operate faultlessly and flawlessly while performing that function. But most importantly, each part must also work in complete harmony with other small and large parts to insure complete functional unity.

The Saab 99 offers you the road safety you need, a sense of well-being, and exciting performance.





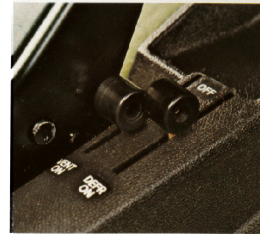
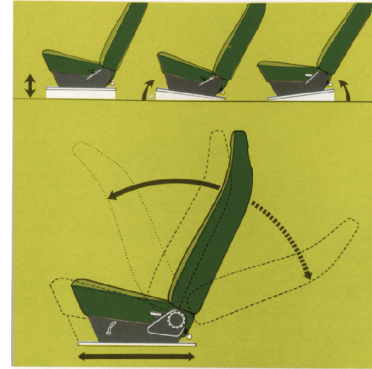
The Big and Small of it.

To make sure the Saab would occupy the least amount of space possible in heavy traffic, we purposely restricted the Saab's overall dimensions and limited its weight. This means you'll have easy handling especially when you park. However, what may seem small on the outside is actually pretty big and roomy on the inside, where you are. The roomy interior and the general feeling of space make the Saab extremely comfortable. In fact, with its comfortable seats, luxurious and spacious interior, and efficient heating and ventilation system, there is a feeling of overall comfort in a Saab that's hard to duplicate in all but the very largest and most expensive cars.

To an interior that is already practical, functional and spacious, we have added upholstery of nylon velour to keep you cool in the summer and warm in the winter. Trimmed in fabric-backed vinyl, all interior materials are fire-resistant, and the front seat covers can also be removed for washing.

Both front seats and the angle of the backrest can be steplessly adjusted backward and forward. And the driver's seat can also be raised, lowered or inclined to suit the individual driver.

The seat and backrest are anatomically designed with an integral elastic lumbar support for maximum comfort. And the driver's seat is heated so you never have to sit on a cold seat again.

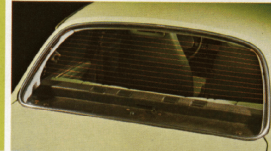


Back seat passengers can regulate "climate" in the rear of the car to suit them merely by adjusting the controls located at the rear edge of the center console.

Comfort is one factor in the Saab 99. However, safety is an even greater factor, and the seating here satisfies the strictest occupant safety demands.



For further safety, there is a thick, separate roof-lining of molded fiberglass, and impact-absorbing material covering the dashboard, roof pillars and window frames.



To insure unimpaired vision, there are four nozzles discharging warm air directly onto the rear window, as well as special electric heating wires for fast defrosting. The raised rear window defroster duct also acts as a head-restraint.



Converting the luggage compartment to a large load-carrying area with a flat floor and high, uncluttered sides takes no more than thirty seconds.

All Sedan models have a large, practical luggage compartment whose capacity can be almost doubled by folding down the rear seat.



The defroster system also includes air passages in the windshield posts, with outlets close to the door glass surface.

Ample fresh air outlets at the outer edges of the dashboard control air supply and direction of air flow.

All illuminated switches and controls are positioned in an easy-to-see panel below the dashboard.

For safety reasons, the headlight switch is located to the left of the steering wheel, and the headlights are automatically turned off when the ignition is switched off.

The emergency brake, gearshift lever and ignition key are all readily accessible on the console between the two front seats.

All Saab 99 models are equipped with inertia reel seat belts for the front seat occupants and regular belts for three rear seat passengers.

All switches and controls are within easy reach of the driver. The large, recessed, non-reflective instruments are easy to read. All instrument lighting also comes with a dimmer control.

Mounted on a flexible bulkhead, the well-padded dashboard and the knee-shield below the dashboard are other excellent examples of Saab's concern for safety.

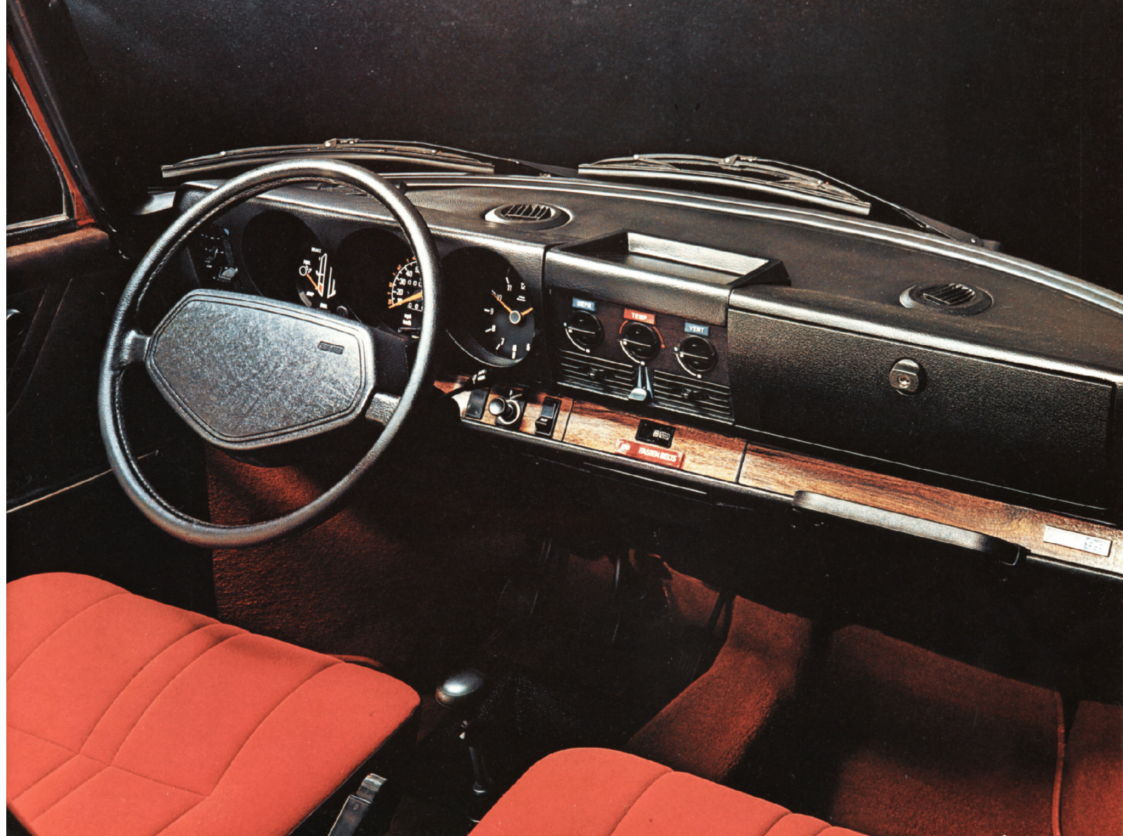
The Joy of Driving.

Designed for a sense of perfect coordination between car and driver, the Saab 99 is easy to drive. And easier to drive well. Every control operation, every observation, every action is easy to make, and no matter what it is you do, the response is always instantaneous.

For instance, the driver's "cockpit" is the result of developmental work involving both psychologists and ergonomists striving to match the car to the man who will drive it. The size of the steering wheel, the sturdy padded steering wheel rim, the widely variable driving position, the locations of the controls, and even the sturdy but unobtrusive windshield pillars are all a result of these dual professional efforts with the end product being an automobile that is supremely comfortable and non-fatiguing to drive.

Praised by leading international automotive press, the Saab 99 driver's environment is often cited as exemplary of safe, comfortable auto design.

The steering wheel rim is thickly padded for optimum grip, and has a uniquely designed center pad which acts as the horn button.





Through Rain and Snow and Gloom of Night.

When the weather is at its most foul, the road conditions at their worst, and visibility at its lowest, that's when you know the Saab isn't just another fair-weather friend. Firstly, the Saab has front-wheel drive with most of the weight over the front wheels, which means the road holding and directional stability of the Saab 99 is unparalleled. Secondly, the car unquestioningly responds to each command: always consistent in its behavior, it is stable, sturdy and easy to handle. Saab has superb acceleration whenever it's needed—even in top gear at high speeds.

That's when the high torque Saab 99 engine really makes it a pleasure to drive.

And when it comes to stopping, Saab has strong power-assisted disc brakes at all four wheels. Saab also has unique impact-absorbing bumpers to prevent annoying minor damage to the car in parking or city driving.

The Saab 99 is aerodynamically designed to be insensitive to crosswinds, have low wind noise and low fuel consumption.

The front direction indicator lights are large and clearly visible and "wrap-around" to provide lighting to the side and facilitate maneuvering in confined areas.

The powerful headlights provide maximum lighting at all times.



Even on poor surfaces, the Saab holds the road with good directional stability. That's because the wheels with the best traction—the front wheels—drive and steer the car.

The Saab 99 has 4-wheel power-assisted disc brakes, diagonally split. The hand brake acts on the front wheels.

The Saab 99 has an engine designed to perform well at low speeds, but with power enough for fast acceleration and safe passing, and all with moderate fuel consumption.



The extra large rear lights make for safer night driving and are clearly visible even from the side.

The bumpers are designed to withstand collisions up to 5 miles per hour. They protect the car effectively against damage while parking and in bumper-to-bumper traffic.





The Saab 99GL 3- and 5-door Cars. The Best of Two Worlds.

When we designed these models we made sure the style change wouldn't have to mean a change in the interior space.

Now, with the extra space below the long, sloping rear door-window of the 3-door, and the extended design of the rear section, the interior is actually larger and more airy than in the 2- and 4-door Sedan models.

And now, an elegant new addition, the longer, lower look of the Saab 5-door. Here we've found room for even more convenience in both loading and unloading.

So, whatever your needs—elegance or convenience, you'll find both in the Saab 3- and 5-door cars—the best of two worlds.

This 5-door Saab 99, like all other Saab models, has an interior sized to satisfy strict comfort requirements.

The front door swings outward as well as forward which lets you have more room to get out of the car without having to open the door so widely.



In addition to the five doors, the new Saab 5-door also has an additional rear side window for better visibility.

The new 5-door Saab 99 offers many advantages: ease of getting in and out of the back seat, loading from both back and side rear doors, and the traditional comfortable Saab interior.

All sill beams are very low and slightly indented so that you don't have to step over anything to get into the car. Additionally, the sill beams are concealed by the doors and are therefore kept clean.

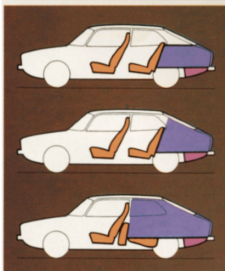
The rear door sill is low so you can load easily, and the rubber-covered bumper serves as a support when you're lifting in heavy objects.

The load-carrying area is also practical: fitted nylon carpet, molded protective side panels, vinyl coverings.

The door is lifted automatically from the horizontal position to fully open by the simple use of gas pistons, giving you a clear headroom of 5 feet 11 inches (180 cm).



No tools are needed to convert the ordinary luggage compartment to the larger load-carrying area.



There are a total of three different cargo space arrangements with the Saab 99 3- and 5-door cars: the standard luggage compartment; the luggage compartment with the shell removed; and with the back seat folded forward to provide a long, flat area of carrying space.



An additional storage compartment is provided under a hatch at the extreme rear of the car.

The Most Practical Road Car.

The Saab 99 3- and 5-door models combine the great performance of the Road Car with all the extra space you normally find in a wagon. In addition, they have an aerodynamic shape that's not only attractive but that helps keep the rear window clear of dirt and water.

They also have enough space to carry anything you might need, including the family dog. And if you need still more space, the back seat folds down and gives you 72.5 inches (184 cm) of long, flat floor space (in case you have two dogs) and more than 53 cubic feet (1.5 m³) of cargo space.

Beautiful and practical, the Saab 99 3- and 5-door models are double-duty vehicles: Sedans when you want that—Wagons when you need that.







The Most Luxurious Road Car.

The Saab 99 GLE is the most luxurious Road Car. It's the Saab we think will help you to rediscover the joy of driving—in luxury.

Of course, the basic Saab Philosophy is still an essential part of this car's design. The safety and comfort of the driver and the passengers are of primary importance, as are the everyday realities any driver might encounter on any road.

This Saab is extraordinarily comfortable and luxurious. There's enough space inside for five people, with full headroom for the passengers in the back. And the extra features that are automatically included in every Saab 99 GLE, like large electrically controlled outside rearview mirrors, electrically heated driver's and front passenger's seats, and the special gold-accented trim on the front and the wheels go a long way to make the Saab 99 GLE the most luxurious Saab ever built.

The roomy interior insures comfort for all passengers. The four doors accentuate the feeling of comfort and distinction and allow easy entry. Comfortable support for the neck is provided by large, soft headrests.

The fabric panels on the doors are designed to match the seat upholstery. Stereo loudspeakers are fitted in the front doors.

Sunroof for fresh outside air is available as a special GLE option. It slides out of the way easily and can be opened or closed with one hand. When it's opened a wind deflector pops up to prevent unpleasant draft.



Two-speed windshield wipers (with intermittent feature) are controlled by touch of the fingertips on a lever located right below the steering wheel.

The outside rearview mirrors are electrically controlled from the inside.





A Real Sport.

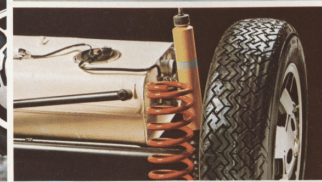
The Saab EMS is the sportiest model in the entire Saab line. And can it perform! The EMS has a four-speed manual gearbox that is a perfect match for the 2-liter, fuel-injected engine. This is a car that's meant to be driven. And driven hard. This is the Saab that was designed for the real driver, the man who drives for pleasure, not just to get somewhere. Of course, the Saab EMS has front-wheel drive, so the engine weight is over the front wheels for traction. It also has a wide track for stability and rack-and-pinion steering for precise control. And in combination with the well tuned suspension, the Bilstein gas shock absorbers, and the light aluminum alloy wheels, we think we've designed a car for the man who has the spirit to drive just a little better and just a little harder without compromising safety. Or comfort.

The primary characteristics of the EMS engine are low fuel consumption, reliability—and most importantly—good performance.

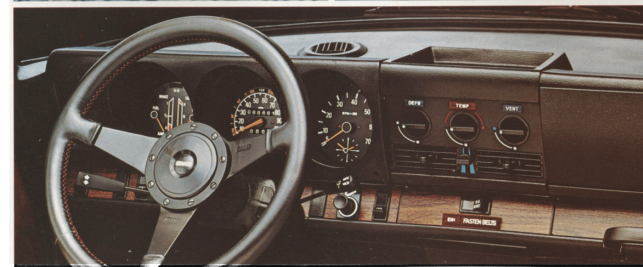
The front-end spoiler reduces fuel consumption at high speeds, and is designed to increase directional stability.



The wheels are made of tough, pressure die-cast aluminum alloy.



Steel-belted high performance radial tires. And Bilstein gas shock absorbers.



The sporty three-spoke steering wheel has a thick, leather-covered rim and is connected to a quick-ratio rack-and-pinion steering system.

From the driver's seat, all controls and instruments are easy to read and reach. And the large windows insure good visibility at all times.

Anatomy of the Road Car.

Our Engine is Real Cool.

The Saab engine is a 2-liter, water-cooled, four-cylinder, in-line engine with an overhead cam shaft. It's a reliable, economical engine that is also lively and powerful, with a minimum need for changing gears.

The engine block in all models is made of alloy cast iron. The cylinder head is made of a light, heat-dissipating aluminum alloy. And the crankshaft and the camshaft are both supported by five bearings for silent, vibration-free operation.

The engine in every Saab is mounted at a 45° degree angle, which means

the front of the car is low enough for good close-up visibility of the road in front of you. And with the clutch mounted in front of the engine, and the gearbox mounted below, the entire power unit is compacted to ensure greater interior space in every Saab. Moreover, the shortened engine compartment also means the car is easier to maneuver.

Also, the clutch in every Saab has a longer, more useful life; located at the front of the car, our clutch has more efficient cooling of the clutch linings and easier accessibility for maintenance.

And the cooling fan is thermostatically controlled and electrically driven. It is switched on only when the engine requires additional cooling, and runs noiselessly for only short periods, saving energy and gas.



Our impact-absorbing bumpers. They not only protect the car, they also protect themselves from minor bumps in parking lots and bumper-to-bumper traffic.



Our Bumpers Can Take Their Bumps.

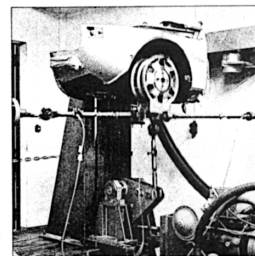
In 1972, road safety authorities in the United States issued directives specifying the strength of bumpers for all cars. But at Saab, we had already started working on the development of impact-absorbing bumpers two years earlier. So when the new regulations became effective, Saab was already way ahead of all the other car manufacturers.

Now, Federal regulations have become even more stringent in the past few years. But the Saab bumpers we designed years ago have been improved to not only meet these new regulations, but surpass them with little increase in weight. You see, the Saab design was based exclusively on the principle that the bumper should be able to absorb the energy of impact, no matter from what direction the impact should come. So our bumpers are constructed of sturdy u-shaped aluminum rails to hold the energy absorbing plastic blocks in place. Over this assembly is a black rubber covering retained by a clamping strip. And in the event of a collision, the cellular blocks absorb energy by deforming. And then return to their original shape. In other words, our bumpers not only protect the car. They also protect themselves.

Suspend Your Disbelief.

When it comes to suspension systems Saab manages to give the driver (and the passenger) the best of both worlds. Not only do our springs give the Saab excellent road holding and handling capabilities. They also provide a high level of personal comfort. That's because the front wheels are suspended on light but strong wishbones (two per wheel) and the front springs are pivot-mounted to operate in a linear fashion without a tendency to bend. Combined with separately mounted shock absorbers and springs lined with rubber stops the suspension system gives the Saab excellent stability and balance. And makes for a smooth ride. Now, there's another feature that contributes to Saab's smooth ride. Front-wheel drive. Because the Saab has front-wheel drive, the rear axle has no heavy drive shaft and differential to support. This allows us to make it very light. A light rear axle ensures low unsprung weight, which means the rear wheels can

Our pivoted-spring, double-wishbone front suspension increases stability, and balance, and practically eliminates any tendency to dive during hard braking.



follow all the bumps on the road surface without transmitting that movement to the body. There's only one word to describe it: smooth.

Our Steering System is the Most Direct You'll Ever Get Your Hands On.

The Saab has rack-and-pinion steering. Now what that means is that the Saab has the kind of steering system you find on most race cars. The most direct, precise steering system you'll ever get your hands on. The wheels react immediately to the slightest movement of the steering wheel. And our steering column is jointed and telescopically collapsible, and mounted in such a way that it will yield when subjected to a heavy load. The wide, impact-absorbing pad over the hub of the steering wheel is another safety feature. All in all, it's exactly the kind of steering system that can help you steer clear of a lot of problems.

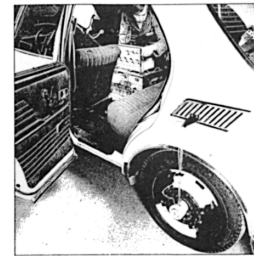
Our rack-and-pinion steering, just about the most direct, most precise steering system you can get your hands on.



There's no need for constant steering corrections on a long straight away either. The favorable weight distribution of a Saab (the center of gravity is closer to the front axle than the rear axle) results in directional stability and consistent handling. The car has a slight amount of understeer—it follows a slightly wider course than that corresponding exactly to the angle of the wheels. So the driver need only correct slightly by turning the steering wheel somewhat further in the direction of travel, and this is a natural reaction.

On the other hand, if the car has oversteer, the rear of the car will tend to break away in a sharp bend. If the rear wheels should skid, the driver will then be obliged to turn the steering wheel "in the wrong direction". And the car will then be more difficult to control.

Our dual-diagonal brakes. Our split system provides optimum distribution of braking effectiveness if one circuit should fail. And our disc brakes on all four wheels assure confident, fade-free stops.



The turning circle diameter is 36 feet (10.5 m) and the number of steering wheel turns lock-to-lock is 4.1; on EMS 3.4. (Power steering is standard on all cars with automatic transmission.)

Stop!

The Saab has four-wheel, power-assisted disc brakes, with distinct advantages over conventional drum brakes. First, they are strong and fade free even after repeated stops when braking down from high speeds. Secondly, our brakes have a large swept area with extra-large friction linings, as well as vacuum assist and two independent circuits.

Also, our braking circuits are diagonally separated to insure unimpaired braking effort distribution on both the front and rear wheels even if one circuit should fail. Even if one circuit does fail, the foot brake will still provide half of the available braking effective-

ness, while our self-adjusting front-wheel emergency brake can act as a third brake. Three braking systems just proves that there's safety in numbers.

Body Building.

Protection against winter rust and corrosion means a lot more than just a thick undercoating. Real protection must be engineered into the car at the design stage. So when we designed the Saab, we made sure the body had almost no cavities, brackets or ledges where dirt and moisture could accumulate. We vented the sill beams into the car and designed the doors to drain downward. We also kept the wheel housings completely smooth on the inside. And then, and only then, did we begin to worry about surface rust protection.

First, we phosphatize the body. Then we paint it with anti-corrosion primer. And before the intermediate and top coats of paint are applied, we spray with an underseal compound that provides further resistance to road dirt and flying stones. The last stage of our protection consists of spraying a corrosion-inhibiting oil into all cavities: joints, doors, sill beams, brackets and the whole underside of the body. Prevention is really the best cure for rust problems.

Saab Philosophy: Safe Yet Practical.

Rear of the car designed as an energy-absorbing deformation zone.

"Self-repairing", effective impact-absorbing bumpers.

Large tail lights. Tail lights and direction indicators also visible from the side.

Gas tank in the safest place—between the rear wheels.

Disc brakes also at the rear.

Lightweight, one-piece rear axle with low unsprung weight. Firm grip for the rear wheels.

Lavish impact-absorbing padding throughout the passenger compartment.

Three lap belts in the rear.

Impact-absorbing roof lining of molded fiberglass.

Reinforcing steel sections around the edge of the roof.

Inertia reel seat belts at the front. Seat belt reminder lamp on the dashboard.

Seats with built-in safety.

Sturdy steel sections in the windshield pillars.

Dashboard mounted on resilient bulkheads. Abundantly padded.

Large instrument dials with clear markings.

Warning lamp for brake failure or to signal handbrake applied.

Steering wheel with padded rim. Impact-absorbing center pad of new design.

Jointed, telescopic steering column with fail-safe mounting.

Rack-and-pinion steering for precision.

For safety reasons, the steering rack is located far back in the engine compartment.

Large, high-level direction indicator lights, also visible from the side.

Engine at the front and front wheel drive. Excellent road-holding, and good directional stability.

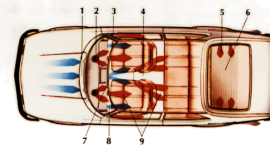
Disc brakes with common brake pads for the foot brake and handbrake.

The front of the car designed as an energy-absorbing deformation zone.



Driver's Seat.

1. Head restraint incorporated into the backrest. 2. Protective panel for the spine between the backrest and the head restraint. 3. Top of the backrest smoothly shaped and well-padded, even at the rear. 4. Elastic, pressure-distributing lumbar support inside the backrest. 5. Sturdy frame design. 6. Heater panel for automatic electric heating. 7. Thick padding on the cross-member at the rear. 8. Knob for adjusting the rake of the backrest. 9. Release catch for folding the backrest forward (2- and 3-door models). 10. Elastic rubber support panel. Padding of molded polyurethane. 11. Release catch for fore-and-aft adjustment. 12. Firmly secured to the floor. 13. Control for adjusting height and angle of seat cushion. 14. Good support for the thigh right up to the knee.



Heating and Ventilation System.

(The Saab 99 GL 3-door.)

1. High-level fresh air intake. 2. Two defroster nozzles for the windshield. 3. Two defroster outlets for the front side windows. 4. Controls for the air supply to the rear of the car. 5. Defroster outlets. 6. Heating wires for defrosting. 7. Main controls: temperature, ventilation and defroster. 8. Four fresh air outlets. 9. Four warm air and fresh air outlets at the floor.

A Few Practical Features.

- Back-up lights.
- Outside rear-view mirrors with anti-glare treatment.
- Reflectors on driver's side door edges.
- Large windshield wipers. Two speeds.
- Laminated glass windshield.
- The design of the wheels helps keep brake discs clean.
- Provision for fitting a trailer hitch.
- Illuminated ignition key on the center console.
- Non-glare interior lighting with map light.
- Courtesy light switches on all doors.
- Indirect lighting of the instrument dials and controls.
- Glove compartment and luggage compartment lighting.
- Comprehensive array of indicator lamps.
- Trip meter.
- Day/night inside rear-view mirror.
- Childproof rear door locks.
- Spring-loaded direction indicator lever for brief "lane-changing" indication.
- Wiper lever with additional single-stroke function (GL, EMS).
- Automatic head light control—head lights are switched off with the ignition.
- Self-adjusting handbrake, foot brake and clutch.
- The wide hood opens forward. Good access to the engine compartment.
- Relays and fuses grouped together.
- Power-assisted steering (cars with automatic transmission).

Technical Specification, 1977.

Engine type	4 cylinders in line
Piston displacement	121 cu in (1985 cm³)
Bore/stroke	3.54 in/3.07 in (90 mm/78 mm)
Compression ratio	9.25:1
Net horsepower, SAE	115 hp (84 kW) at 5500 rpm
Torque	123 ft lb (167 Nm) at 3500 rpm
Camshaft position	Overhead
Number of gears	4 manuel, 3 automatic
Final drive ratio	3.89:1
Injection system	Bosch CI
Battery	12 V/60 Ah
Alternator (max. output)	55 A/14 V
Starter motor	1.1 hp (0.8 kW)
Oil capacity of engine	3.7 U.S. quarts (3.5 litres)
Cooling system capacity	8.5 U.S. quarts (8 litres)
Fuel tank capacity	14.5 U.S. gals (55 litres)
Fuel requirement	Premium, 97 RON minimum
Rims, GL models GLE and EMS	5J FHA × 15" pressed steel 5J FHA × 15" aluminum alloy
Tires, GL models and GLE EMS	165 SR 15, steel belt 175/70 HR-15, steel belt

- The manufacturer reserves the right to make changes at any time and without notice.
- All Saab models are available through our Tourist Delivery Plan. Ask for more information.

Overall length, 2- and 4-d. models 3- and 5-d. models	175 in (4450 mm) 179 in (4550 mm)
Overall width	66.5 in (1690 mm)
Height, unladen	56.7 in (1440 mm)
Wheelbase	97.4 in (2473 mm)
Track, front	55.1 in (1400 mm)
Track, rear	55.9 in (1420 mm)
Max. load length, 2- and 4-d. models 3- and 5-d. models	68.1 in (1730 mm) Back seat folded 72.4 in (1840 mm) Back seat folded
Trunk capacity, SAE, 2- and 4-d. models 3- and 5-d. models	12 cu ft (338 litres) 13.5 cu ft (381 litres) Parcel shelf removed
Trunk capacity, total, 2- and 4-d. models 3- and 5-d. models	23.3 cu ft (660 litres) 53 cu ft (1500 litres) Back seat folded
Curb weight, approx., GL 2- and 4-d. models GL 3- and 5-d. models GLE EMS	2550—2670 lb (1160—1210 kg) 2600—2750 lb (1180—1250 kg) 2690 lb (1220 kg) 2550 lb (1160 kg)
Gross vehicle weight, 2- and 4-d. models 3- and 5-d. models	3710 lb (1680 kg) 3800 lb (1720 kg)

Saabs sold in California and in high altitude areas in the United States are equipped with the Bosch CI Injection System with Lambda control and a three-way catalyst. On these vehicles the following specifications are different from those listed above:

Compression ratio	8.7:1
Net horsepower, SAE	110 hp (81 kW) at 5500 rpm
Torque	119 ft lb (161 Nm) at 3500 rpm
Fuel requirement	Unleaded, 91 RON minimum

Road Car Accessories.

Every Saab is delivered with all the equipment necessary to drive it safely and comfortably. But we are well aware that many people have individual needs that the basics just don't fulfill. For those people, we have a complete accessory list to choose from that will make your Saab more personal or more practical. Of course, all Saab accessories are specifically engineered and designed to fit and work beautifully with any of our cars. And all have been thoroughly tested for efficiency, durability and safety.

So in addition to the items shown here, you could also plan on how you could use any of these other items: Special racing mirrors, vinyl shift knob, leather key fobs, engine block heater, locking gas cap, rally steering wheel, styled aluminum alloy wheels, rubber or coco floor mats, removable roof racks and spare fuel cans. For the sports fans, there are also rally jackets, T-shirts and even a Saab umbrella.

Accessories shown and mentioned on this page are available in the United States. For availability of Saab accessories in Canada, please contact your local Saab dealer. And get yourself some of the little extras that make life so pleasant.



For that extra margin of safety in inclement weather or for that additional lighting as required by the driving enthusiast, Saab fog and driving lights put some light on the subject.

Head rest cushions for the front and back seats are available in the same color as the car upholstery, and in white.

Trailer hitch complete with wiring harness especially designed for Saab.

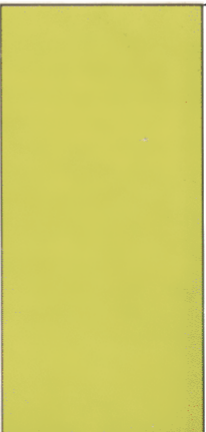
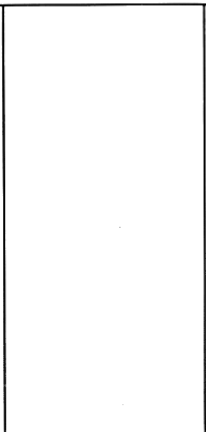
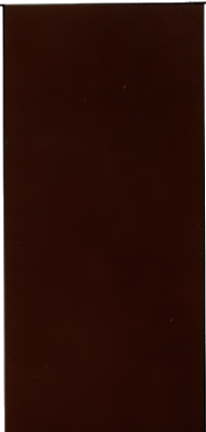
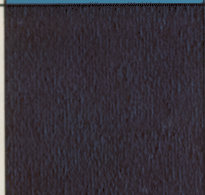
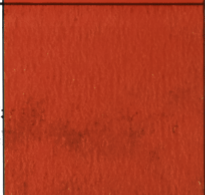
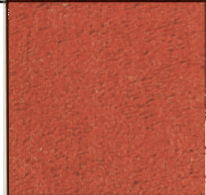
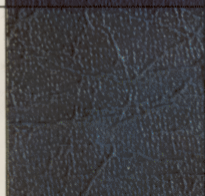
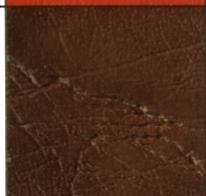
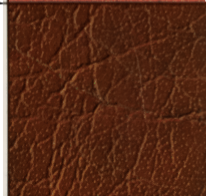
Four different radio combinations are available. Shown is the AM-FM Stereo Cassette Player. You can also select just AM/FM or AM/FM Stereo, or AM/FM Stereo with 8-track tape player and weather band.

This bike rack is scratch-resistant white vinyl covered and custom designed to fit our famous bumper. It will hold two bikes.

Styled rally stripes for the sporty look.

The permanent chrome roof rack is as functional as it is good looking.

Arrive at the slopes in style with a good looking—and locking—99 ski rack.

Body		Spring green		Astral blue		Coral white		Antelope brown		Solar red		Dorado brown		Cardinal red (metallic)		Anthracite grey (metallic)
Seat		Spring green		Carolina blue		Solar red		Tan		Solar red		Pearl grey		Bordeaux red		Pearl grey
Side trim		Emerald green		Carolina blue		Manila brown		Manila brown		Manila brown		Bordeaux red		Bordeaux red		Bordeaux red
Carpet		Spring green		Astral blue		Solar red		Tan		Solar red		Bordeaux red		Bordeaux red		Bordeaux red

EMS also available in Sterling silver (metallic) or Black. Interior Bordeaux red.

SAAB

Saab-Scania, Saab Car Division
Nyköping, Sweden